



City of Green Bay
Department of Community and Economic Development

Tax Incremental District Twenty (20)

Whitney Park

PROJECT PLAN

City of Green Bay, Wisconsin
DRAFT August 24, 2018

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Summary of Findings

As required by Wisconsin Statutes 66.1105, and as documented in this Project Plan and the exhibits contained and referenced herein, the following findings are made for the City of Green Bay Tax Incremental District Number Twenty (TID 20):

1. That “but for” the creation of TID 20, the development projected to occur as detailed in this Plan would not occur in the manner desired by the City because of challenges associated with:
 - a. Additional costs associated with environmental cleanup and remediation; and
 - b. Additional costs associated with the rehabilitation of existing structures and parcels; and
 - c. Blighted parcels that deter private investment.
2. The equalized value of taxable property of TID 20 plus the value increment of all existing tax increment districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality.
3. 51.5%, by area (3.52 of the 6.834 total acres), of the real property within TID 20 is in need of rehabilitation or conservation work, thereby exceeding the fifty percent (50%) threshold as defined in Wisconsin Statutes 66.1337 (2m)(b).
4. The proposed activities in this Plan are in concurrence with Wisconsin Statutes 66.1337, which enable the City to conduct specific activities in a rehabilitation or conservation district; including:
 - a. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - b. Acquisition of real property and demolition, removal or rehabilitation of buildings and improvements on the property where necessary to eliminate unhealthful, unsanitary or unsafe conditions, lessen density, reduce traffic hazards, eliminate obsolete or other uses detrimental to the public welfare, to otherwise remove or prevent the spread of blight or deterioration, or to provide land for needed public facilities; and
 - c. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - d. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project.
5. The project costs in this Plan relate directly to rehabilitating or conserving parcels within TID 20 consistent with the purpose for which the District is created.
6. The economic benefits of TID 20, as measured by increased property value, employment, and (business and personal) income, more than compensate for the cost of the improvements.
7. The benefits of the proposal are greater than the anticipated tax increments to be paid by property owners in overlying taxing jurisdictions.
8. The improvement of the area is likely to enhance significantly the value of substantially all of the other real property in TID 20.
9. The TID 20 Project Plan is feasible and in conformity with the City Comprehensive Plan.
10. The City Attorney has signed an opinion (located in **Appendix A**) advising that this Project Plan is complete and complies with the law.



Description of the Proposed District

The City of Green Bay

The City of Green Bay is the economic hub of northeastern Wisconsin, and the flagship city of a combined metropolitan region of nearly 700,000 people. It is the “north star” in a chain of great cities, including Chicago and Milwaukee, which line the western shore of Lake Michigan. The City is in an excellent position to build on past success and flourish well into the future.

Demographically, the City and metropolitan region have sustained steady population growth over the last few decades. Population is projected to increase, primarily through natural growth. Inbound migration is primarily from adjacent counties and other parts of the state. The number and percentage of residents with at least a college degree has increased over the last decade.

As for commerce, the largest three industries are manufacturing, health care and social assistance, and retail trade. Employment continues to grow since the 2008 recession and is projected to increase. The City continues to be an employment magnet, with more employees coming in from other communities than residents leaving for employment elsewhere. The City continues to leverage the substantial assets and significant competitive advantage it has in its strongest traded industry clusters: agriculture and food processing; paper, packaging, and printing; advanced manufacturing; and transportation and logistics.

A robust transportation infrastructure provides excellent opportunities to move people and goods efficiently. Two interstate highways connect the City to Milwaukee, Chicago, and points south, while a four-lane state highway connects to St. Paul, Minneapolis, and points west. National, state, county, and local roads, along with several miles of pedestrian and bicycle facilities, provide sufficient mobility and access to points in between. Green Bay Metro Transit operates thirteen full-service bus routes, a handful of limited-service routes, and paratransit services that provide over a million and a half rides annually in the metro area. The Austin Straubel International Airport (GRB) serves more than 600,000 passengers and ships 310,000 pounds of freight cargo annually through forty daily flights operated by three commercial airlines and two fixed-based operators. The Port of Green Bay moves nearly two million metric tons of cargo through fourteen docks located along a three-mile stretch of the Fox River. Two rail carriers (one international and one regional) serve the Port and many industrial areas.

Programs that transform innovative ideas into viable businesses demonstrate a community commitment to helping entrepreneurs succeed. The Advance Business and Manufacturing Center, UWGB Small Business Development Center, NWTC Artisan and Business Center, and Brown County Culinary Kitchen have demonstrated success incubating businesses. Because entrepreneurs are highly likely to remain in the community in which they launched their company, the City continues to develop complementary programs that can accelerate and expand these startups into high-growth firms. Foreign Trade Zone #167 allows merchandise to be imported, assembled, and repackaged with other components without formal customs entry procedures or import duties.

The City offers residents a diverse range of housing options, with over forty neighborhood associations strengthening the community fabric. Award-winning public schools, reputable institutions of higher education (the University of Wisconsin-Green Bay and Northeastern Wisconsin Technical College), and low crime rates make the community an excellent choice to call home.

The City delivers ample opportunities for outdoor recreation through its seventy parks and trails, including Bay Beach Amusement Park and Wildlife Sanctuary, the City Deck (an urban boardwalk along the Fox River), the Green Bay Botanical Garden, and the Joannes Family and Resch Aquatic Centers. The City is also home to Lambeau Field and the Packers Hall of Fame.

The City hosts hundreds of cultural events, including those provided by local theatre organizations and civic symphony, at the Meyer Theatre, the Weidner Center for the Performing Arts, the ART Garage, and the recently-expanded KI Convention Center. The Neville Public Museum, the Children's Museum of Green Bay, the Automobile Gallery, and Hazelwood Historic House are also within the City.

Demographic, economic, and technological changes makes us more mobile than ever in terms of where we choose to live and build a career or a business. We encourage people to invest their resources in Green Bay by collaboratively creating and communicating that we are a community that offers both outstanding economic opportunities and a vibrant quality of life. As our region grows in population, so will our level of economic productivity and prosperity.

The District / Neighborhood



The Whitney Park neighborhood is directly east of the downtown central business district. It lies just south of the East River and Main Street (State Highway 141), an auto-oriented commercial corridor that runs east-to-west; and just west of Webster Avenue, a mixed-use corridor that runs north-to-south through the City.

The center of the neighborhood is Whitney Park, a two and one-half (2½)-acre public park with a shelter, playground equipment, band shell, and dog park. Created by Daniel Whitney as Whitney Commons in 1829, it is one of the older parks in the City. During the last few years, Downtown Green Bay (DGBI) and Olde Main Street (OMSI) have become increasingly active in programming events and activities in the park.

The neighborhood is a mix of commercial and residential uses. Most of the structures in the district are around one hundred (100) years old. Many have been razed and replaced by surface parking lots. Of those that remain, many are in need of improvement. Most residential homes have been subdivided into rental units. Widespread use of historic urban fill poses environmental challenges to redevelopment.

Tax Incremental District Number Twenty (TID 20)

Under Wisconsin Statutes 66.1105, the property taxes paid each year on the increase in equalized value of a TID may be used by the City to pay the costs of redevelopment projects within the TID. The incremental value is determined by taking the current value of the TID and deducting the value in the TID that existed when the TID was created. All taxes levied upon the incremental (or increased) value by the City, School District, County, and Vocational School District are allocated to the City for direct payment of project costs or the payment of debt service on bonds used to finance project costs. Expenses may be incurred for the implementation for the approved project plan and completion of the project outlined therein up to five (5) years before the (not extended) maximum life of the TID.

TID 20 is being created in order to provide a mechanism to overcome challenges associated with blighted parcels that deter private investment and the additional costs associated with the rehabilitation of existing structures and parcels, environmental cleanup and remediation, and a lack of amenities that encourage pedestrian and bicycle traffic. Of the 6.834 total acres of real property within TID 20, 3.52 acres, or 51.5 %, are in need of rehabilitation or conservation work.

Map 1 shows the location of TID 20 within the city, while **Map 2** shows its detailed boundaries. The legal description for TID 20 is attached as **Appendix B**. TID 20 has thirty-three (33) parcels totaling 9.024 acres: 6.834 acres of real property and 2.19 acres of public road right-of-way. **Table 1** and **Map 3** show the distribution of zoning categories, while **Table 2** and **Map 4** show the distribution of land uses. **Map 5** shows parcels in need of rehabilitation or conservation work.

Zoning	Acres	Percentage
Office Residential (OR)	3.239	35.89%
General Commercial (CI)	3.112	34.49%
Downtown One (DI)	.483	5.35%
Road Right-of-Way	2.19	24.27%
TOTAL	9.024	100%

Table 1. Zoning distribution.

Land use	Acres	Percentage
Residential, Single-Family	1.796	19.9%
Commercial	2.159	23.93%
Vacant, Green	.642	7.11%
Vacant, Parking	.984	10.9%
Former Educational, Vacant Structure	1.253	13.89%
Road Right-of-Way	2.19	24.27%
TOTAL	9.024	100%

Table 2. Land use distribution.

In 2018, TID 20 had a combined assessment of \$4,837,400. This equates to \$ 707,843 per taxable acre or \$536,059 for taxable and non-taxable acres. **Appendix C** provides a listing of all parcels and assessed values within the TID.

TIF Capacity Analysis

Wisconsin Statutes 66.1105 (4)(gm)(4)(c), defines a limit on the equalized property value that may be located within municipal TID's. The equalized value of taxable property of the new district plus the value increment of all existing districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality. As shown in **Table 3**, the existing capacity in the City is more than satisfactory to permit the creation of TID 20, as the addition of TID 20 will only raise the percent of equalized value in TID's from 5.35% to 5.43%.

Measure	Amount as of January 1, 2018
Equalized value of the City of Green Bay	\$6,603,759,000
Total existing TID increment	\$353,507,500
Percent equalized value within total existing TID increment	5.35%
Equalized value of proposed TID 20 @ 100% estimated ratio	\$4,837,400
Total value for twelve percent (12%) test	\$358,344,900
New percent equalized value within TIDs, including TID 20	5.43%

Table 3. Tax increment finance capacity.

Project Costs

Specific Projects

The City may encumber funds to implement the following projects. This list is not meant to be a budget or an appropriation of funds for specific projects. All costs are estimates based on the best information available. The City reserves the right to delete projects or change the scope and/or timing of projects implemented as they are individually authorized by the Common Council, without amending the Plan. All improvements are designed to be applied within the boundaries of TID 20, which can be seen on **Map 6**.

Improvement #1	Incentives: grants and loans
Details	money to offset project costs, including property acquisition, parcel assembly, site preparation, construction, and infrastructure (transportation, water, sewer, stormwater, utilities) on projects that eliminate blight, rehabilitate parcels, or conserve parcels
Purpose	provide a source of gap funding for projects on parcels with more development challenges (e.g. brownfields remediation)
Allocation	\$3,000,000.00
Disbursement	applied as needed, assistance preferred through an annual post-project reimbursement (i.e. PayGo); the amount of financial assistance in any given year shall not exceed eighty percent (80%) of the annual incremental taxes for

the impacted parcels and the period over which the financial assistance shall be applied or disbursed shall not exceed twenty (20) years

Improvement #2	Infrastructure: pedestrian and bicycle
Details	sidewalks, paved trails, bicycle lanes, cycle tracks, and crossing improvements (e.g. medians, markings, signs, signals)
Purpose	attract more residents from adjacent neighborhoods to the area through enhancements that allow for people of all ages and abilities to travel by foot or bicycle through the corridor; specifically look at improvements to crossing Main Street (State Highway 141) and Webster Avenue
Allocation	\$500,000.00
Disbursement	apply when funds can be leveraged through external grants through the Wisconsin Department of Transportation; a portion may be covered under a bond issue
Improvement #3	Infrastructure: stormwater
Details	filtration, infiltration, retention and detention facilities
Purpose	increase capacity for additional development and redevelopment
Allocation	\$500,000.00
Disbursement	integrate public and private projects when possible to minimize costs; a portion may be covered under a bond issue
Improvement #4	Infrastructure: streets
Details	repair and reconstruct streets
Purpose	scheduled maintenance and replacement of streets
Allocation	\$500,000.00
Disbursement	before applying, consider appropriateness of TID funds, wheel tax funds, and/or general levy funds
Improvement #5	Infrastructure: public space and amenities
Details	pocket parks, landscaping, wayfinding signs, banners, flags, public art, benches, bus stop enhancements, shelters, and other amenities deemed acceptable
Purpose	leverage existing assets to create a strong identity and brand for the district; foster a sense of attachment for local residents and businesses
Allocation	\$500,000.00
Disbursement	apply under leadership of local businesses and residents after enough reserve funds have been accumulated
Improvement #6	Administration
Details	funds directed towards City staff for time used on marketing, research, analysis, and managing the TID, including contractual services for site-specific

	environmental investigations, and architectural, structural, and civil engineering
Purpose	cover administrative costs from the appropriate source
Allocation	\$1,000,000.00
Disbursement	annual payments through the life of the TID, with annual reductions to account for more work up front getting projects off the ground

Other Eligible Projects

The following is a general list of potential public works and other projects for which the City may encumber funds in conjunction with this Plan. This list is provided to provide options for projects that may not be identified at present, but may become necessary in the future. Again, the City reserves the right to implement only those projects that remain viable as the Plan period proceeds.

1. Property, right-of-way, and easement acquisition
 - a. Property acquisition for development or redevelopment
 - b. Property acquisition for conservancy
 - c. Acquisition of right-of-way
 - d. Acquisition of easements
 - e. Relocation costs
2. Site preparation activities
 - a. Environmental audits and remediation
 - b. Demolition
 - c. Site grading
3. Utilities
 - a. Sanitary sewer system improvements
 - b. Water system improvements
 - c. Stormwater management system improvements
 - d. Other utilities, including electric service, gas service, and communications infrastructure
4. Streets and streetscape
 - a. Street improvements
 - b. Streetscaping and landscaping
 - c. Pedestrian and bicycle infrastructure
 - d. Development incentives including grants and loans
5. Administrative costs, including those paid to the City or consultants for services rendered
6. Financing costs
7. Projects outside TID 20 provided that
 - a. The project area is located within the corporate boundary of the City of Green Bay; and
 - b. The Joint Review Board approves the project.

Economic Feasibility

This section demonstrates that the proposed TID 20 is economically feasible, given that:

1. The City expects to have cash available to pay for project costs as they are incurred or has the means to secure the necessary financing.
2. The City expects to complete the projects in one or more phases, and can adjust the timing of implementation as needed to coincide with the pace of private development.
3. The development anticipated to occur as a result of implementing this Plan will generate sufficient property tax increment to pay for the costs of the projects.

Financial audits will be done in accordance with Wisconsin Statutes 66.46.

Financing Methods

TID 20 will function primarily as a "pay as you go" TID, meaning the City will plan completion of projects based on the availability of increment, though it may also obtain funding in the form of:

- 1. Cash received from grants or other sources
- 2. Cash received from a "donor" TID with excess increment above and beyond its project costs
- 3. General obligation bonds or notes, so long as the principal amount of general obligation debt is not greater than five percent (5%) of its total equalized value (including increment values)
- 4. Notes issued to developers
- 5. Tax increment revenue bonds from the City Redevelopment Authority (RDA)
- 6. Lease revenue bonds from the RDA
- 7. Utility revenue bonds

Projected Property Tax Increment

The development anticipated to occur as a result of implementing this Plan will generate sufficient property tax increment to pay for the costs of the projects. **Map 6** shows the manner in which the area will be redeveloped. The City believes that there are three (3) major projects, with a high probability of being completed in the next few years (given preliminary discussions with interested parties), that will serve as catalysts for additional development within and surrounding the TID.

Redevelopment Site A: Whitney School. A developer intends to completely renovate the historic Whitney School into twenty-three (23) market-rate rental apartments of one (1) or two (2) bedrooms, with refurbished terrazzo floors, new appliances, high-efficiency heating and cooling, and entertainment and fitness amenities. The developer also intends to construct twelve (12) new two (2)-story residential townhomes along the perimeter of the property, surrounding a robust green courtyard in the center.

The project supports our community and economic development strategy because it adds new structures using latest codes; invests in a neighborhood with above-average police calls; reduces imperviousness, enhances the natural landscape, and encourages travel by foot, bicycle, and transit; interacts positively with adjacent properties, the neighborhood, and community; rehabilitates a historically-significant structure; expands the range of residential real estate products and housing choices.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value			\$810,300.00	\$18,466.00
Estimated new value			\$5,140,000.00	\$116,960.00
Incremental value			\$4,329,700.00	\$98,494.00

Table #. Projected increment for Site A.

Redevelopment Site B: Whitney Park Townhomes (Phase IV). A developer intends to complete a project, which includes the demolition of existing structures, followed by the construction of four (4) owner-occupied residential two (2)-story townhomes (with a full basement), each approximately one thousand, four hundred (1,400) sq. ft. in size, with three (3) bedrooms, two and one-half (2½) bathrooms, and a two (2)-stall garage.

The project aligns with our departmental vision of developing a community because it remediates environmental contamination from the parcel; enhances the physical landscape; encourages human-powered movement; interacts positively with adjacent properties and the neighborhood; and expands our range of residential and commercial real estate products.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value			\$118,200.00	\$2,693.00
Estimated new value			\$846,000.00	\$19,280.00
Incremental value			\$727,800.00	\$16,587.00

Table #. Projected increment for Site B.

Redevelopment Site C: Whitney Park Townhomes (Phase IV). A developer intends to complete a project, which includes construction of a three (3)-story, mixed use building with approximately six thousand three hundred (6,300) sq. ft. of retail space on the ground floor, twenty (20) one (1) and two (2)-bedroom market-rate residential apartment units on the second and third floors, and twenty (20) underground parking spaces.

The project aligns with our departmental vision of developing a community that is safe, healthy, connected, and loved, as it remediates environmental contamination from the parcel; enhances the physical landscape; includes high-performance design elements, mechanical systems, and interior finishes; encourages human-powered movement; interacts positively with adjacent properties and the neighborhood; and expands our range of residential and commercial real estate products.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value			\$0.00	\$0.00
Estimated new value			\$2,300,000.00	\$52,417.00
Incremental value			\$2,300,000.00	\$52,417.00

Table #. Projected increment for Site C.

Given the catalytic nature of these projects, there is good probability that additional redevelopment will occur, thus generating additional increment. Should this happen, City staff, along with the Common Council, will explore possibilities for additional public improvements beyond the scope of those mentioned herein.

TID 20 Pro Forma

The entire pro forma can be found in **Appendix D**, and is built on the following assumptions:

1. Development at the catalytic sites will be phased over multiple calendar years
2. New Increment is a conservative estimate of what can be created at each site
3. When New Increment is created in year one (1), it will be accounted for in an assessment in year two (2), and will be accounted for as revenue in year three (3)
4. The Property Tax Rate remains constant at \$22.79 per \$1,000 of assessed value
5. Incentives: PayGo expenditures are dependent on actual increment created

6. Infrastructure: Debt Service expenditures are payments for borrowing at an interest rate of four percent (4.0%)

The pro forma shows that TID 20 will be sufficiently funded to complete listed projects before the legal termination of the district. If this should occur, distribution of the surplus funds will be made in accordance with Wisconsin Statutes.

Required Documentation

Relocation

The City will provide relocation benefits and assistance to the extent necessary as required by Wisconsin Statutes Chapter 32. Generally, relocation occurs where a person or business is displaced from real property as a direct result of eminent domain proceedings commenced by the City against the subject property. Relocation services will be provided by City specialists with funds provided through TIF, the City or the City of Green Bay Redevelopment Authority.

Non-Project Costs

In the event that TID 20 demonstrates that it has sufficient revenues to pay for all incurred project costs and sufficient surplus revenues to pay for some or all eligible costs in other municipal TIDs, the district may become a donor to other active TIDs.

Promotion of Orderly Growth

Land use development in the city is guided by the *Comprehensive Plan*, adopted by the Common Council in 2003. Development of the plan relied heavily on the participation of the citizens of the city. The plan is in compliance with the State of Wisconsin's Smart Growth requirements, and provides city leaders with a guide to use while assessing policy and development proposals.

This Project Plan for TID 20 is developed in compliance with these plans and general City policies in order to promote orderly and consistent growth. **Map 6** shows the manner in which the area will be redeveloped.

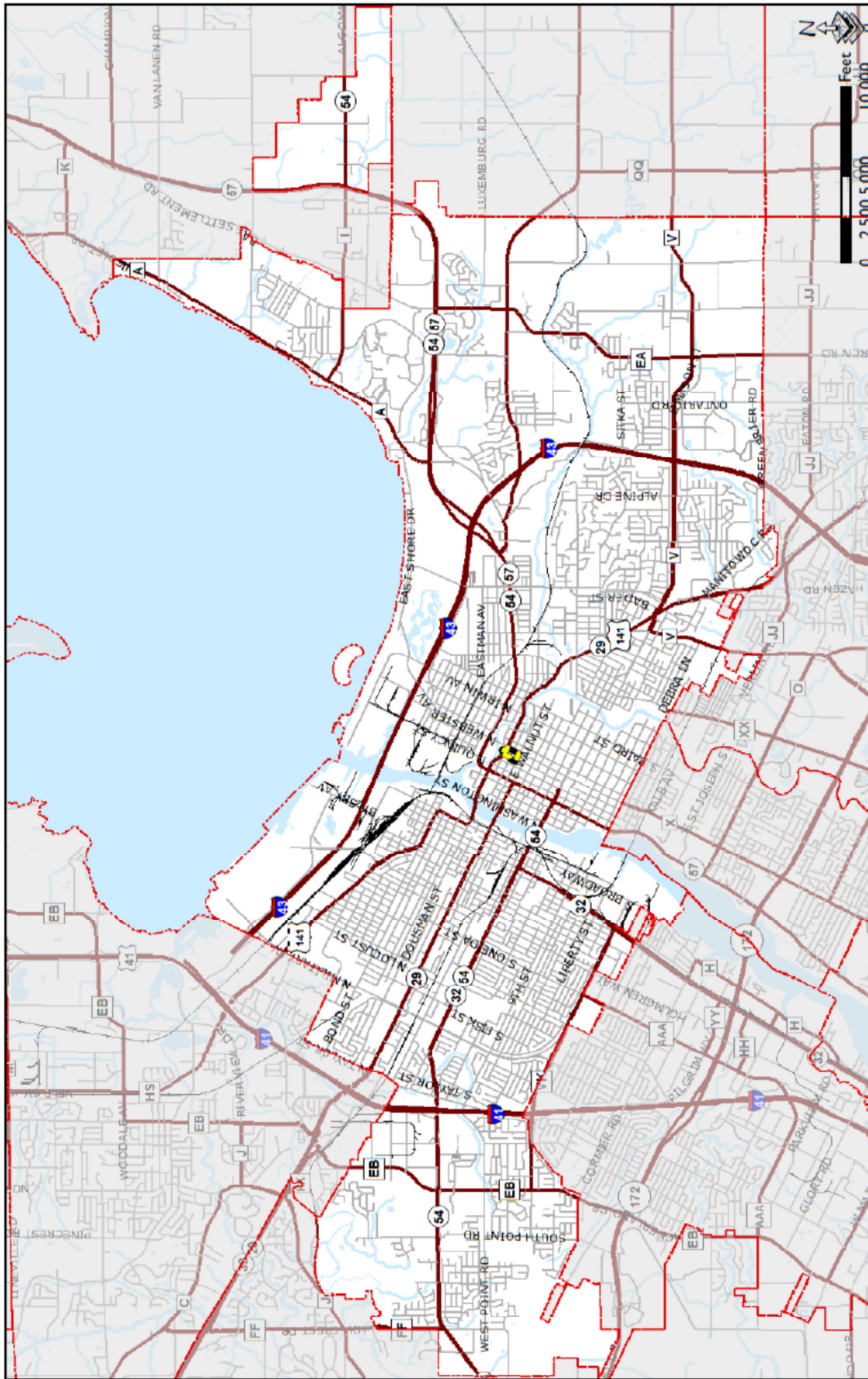
Proposed Changes to City Plans and Ordinances

Master Plan. The City updated its Comprehensive Plan in 2003. The planned uses in the TID 20 are consistent with existing planning documents and have been incorporated into future planning documents. This TID plan is also consistent with the implementation elements of the Authenticity Downtown Plan completed in 2014.

Official Map. All streets included in the TID 20 Plan area are included on the official Map for the City of Green Bay as adopted subdivisions.

Zoning. Several parcels within TID 20 may require a rezoning or the creation of Planned Unit Development (PUD). The zoning classifications and standards that will be used in the any zoning amendment will be consistent with the City Comprehensive Plan and the Authenticity Downtown Plan.

Building Codes. City building codes will not be changed to accommodate TID 20 activities.



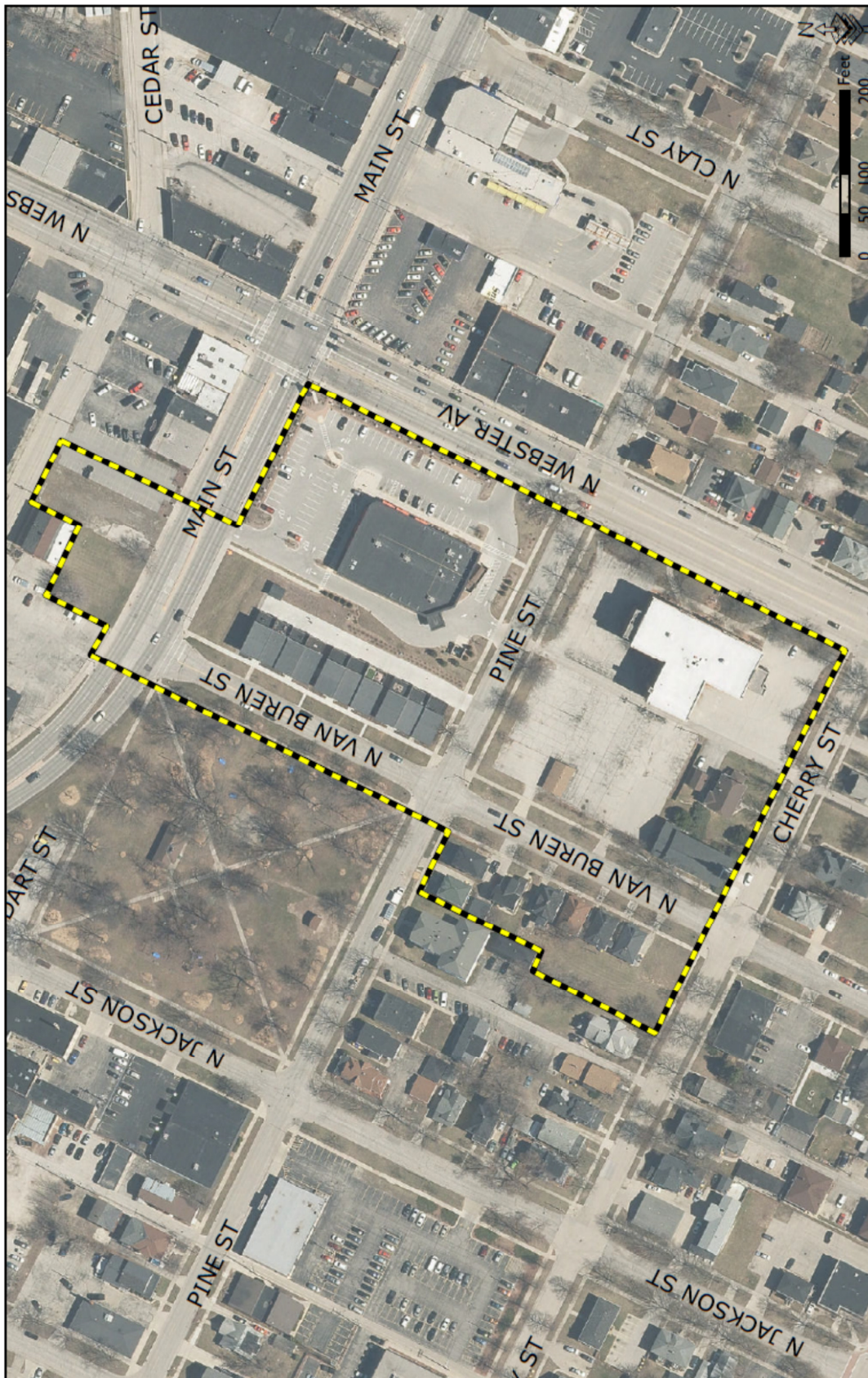
TID 20 Map 1: Location in City of Green Bay



TID 20 Boundary

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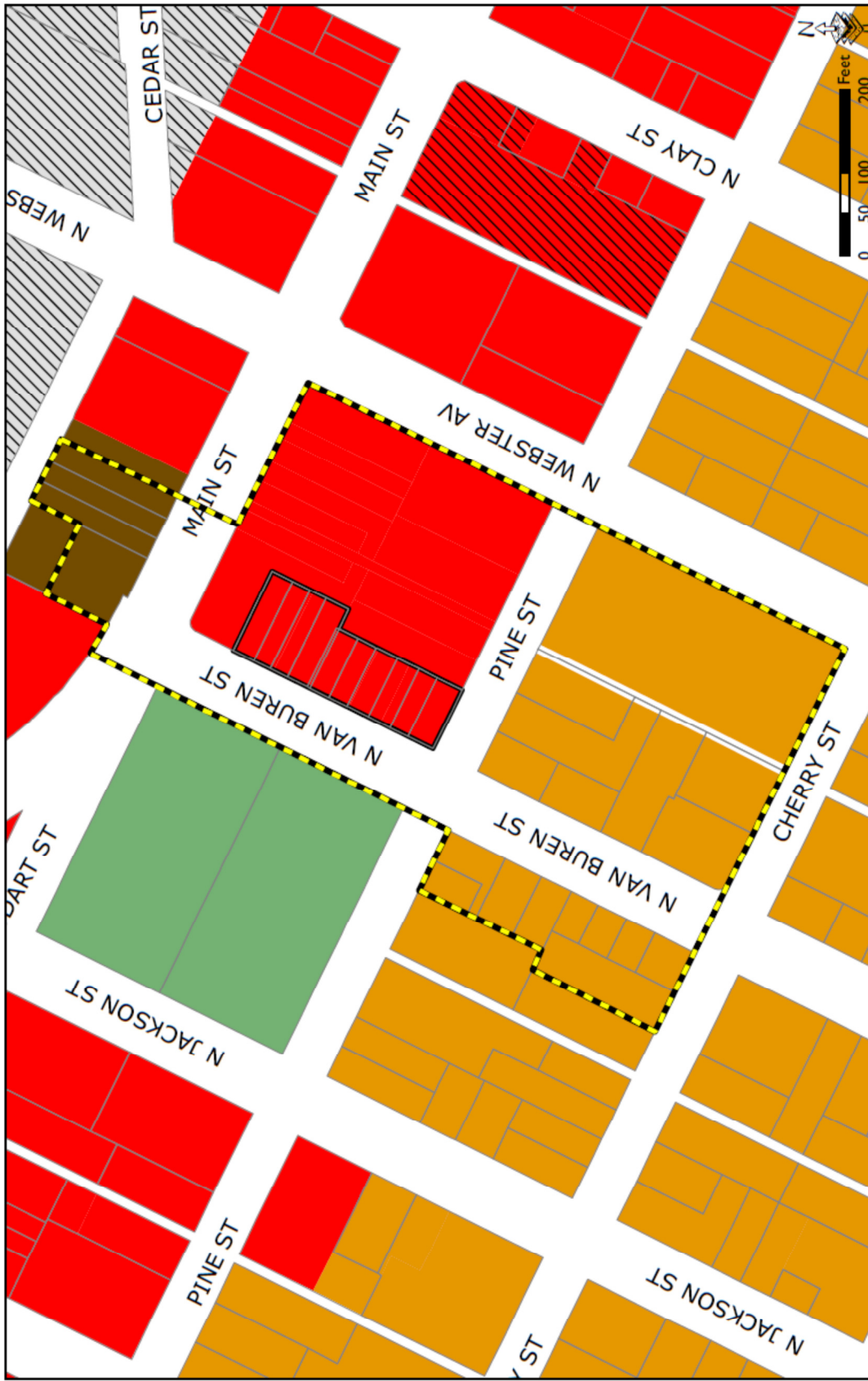
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TID 20 Map 2: Boundary



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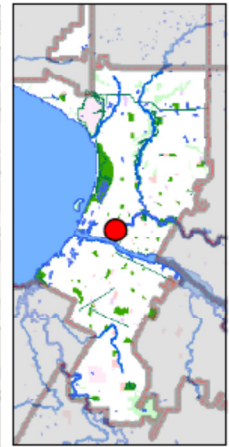
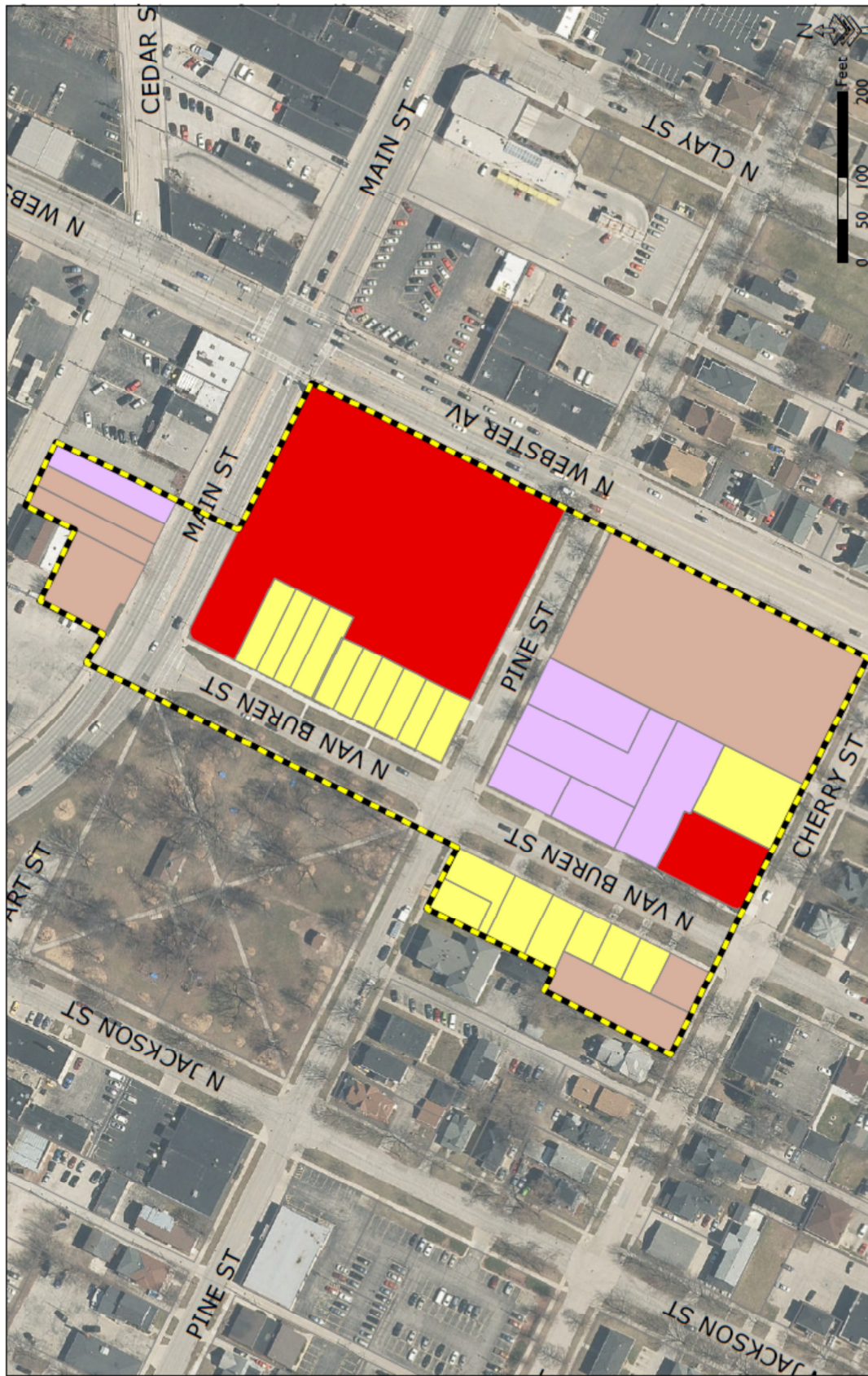
TID 20 Map 3: Zoning


Zoning

- RR - Rural Residential
- R1 - Low Density Residential-New Lots
- R2 - Medium Density Residential
- R3 - Varied Density Residential
- OR - Office Residential
- NC - Neighborhood Commercial
- C1 - Commercial One
- C2 - Commercial Two
- C3 - Commercial Three
- D1 - Downtown One
- D2 - Downtown Two
- G1 - General Industry
- S-RLI - Special District Light Industry
- LI - Light Industry
- BP - Business Park
- PI - Public Property / Institutional
- CON - Conservancy
- Panned Unit District

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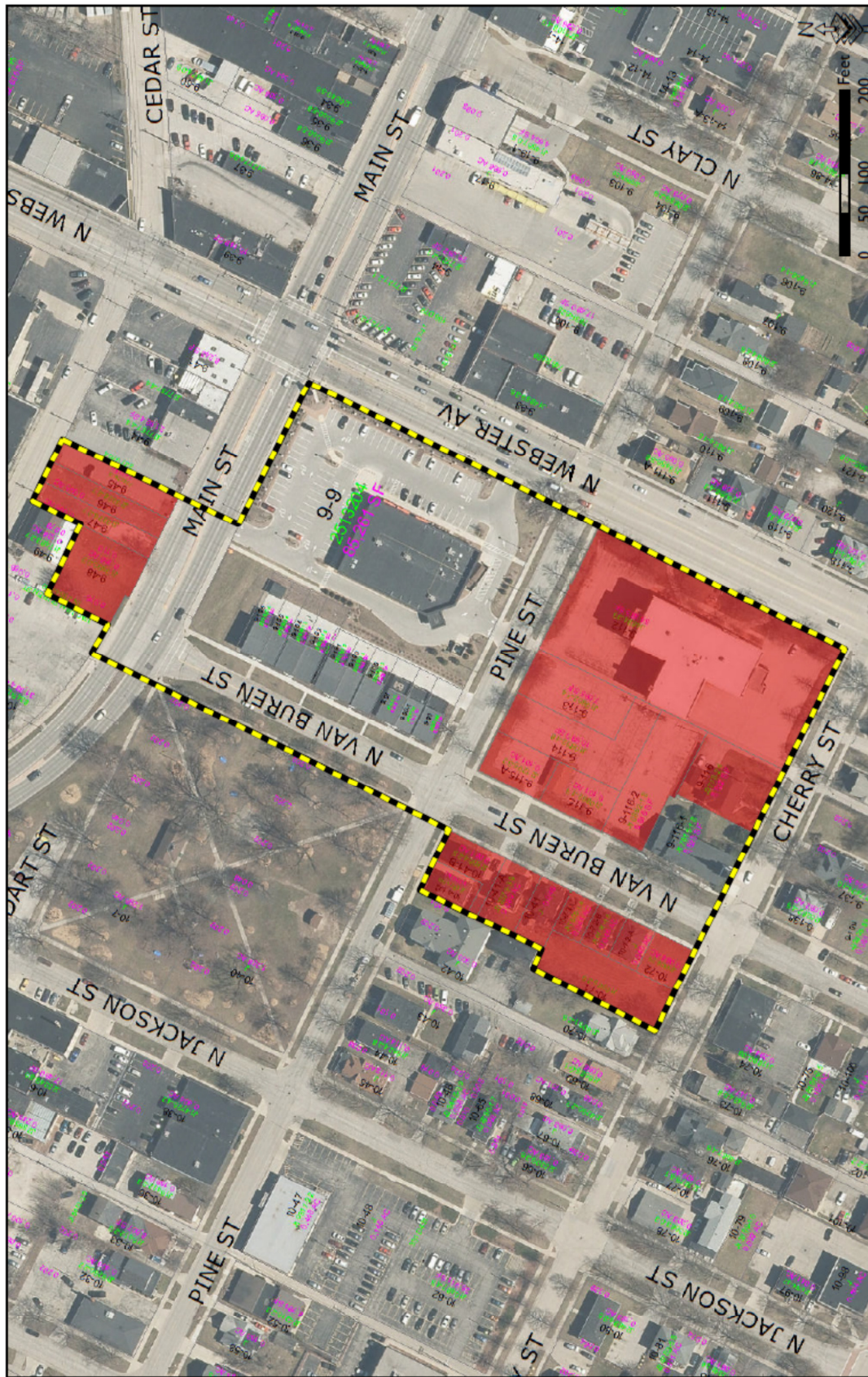


TID 20 Map 4: Land Use

TID 20 Boundary

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- TID 20 Boundary
- T1020 parking
- T1020 vacant
- T1020 commercial
- T1020 Single Family



TID 20 Map 5: Rehabilitation or Conservation Parcels



TID 20 Boundary ■ Rehabilitation or Conservation Parcels
Makes up 3.52 acres (51.5% of the entire TID area)

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Appendix A: City Attorney Legal Opinion

TO BE ADDED

Appendix B: Legal Description for TID 20

TO BE ADDED

Appendix C: TID 20 Parcels and Assessed Values

Parcel	Address	Acres	Land Value	Improvement Value	Total Value
10-41	219 N VAN BUREN ST	0.073	\$ 7,500	\$ 52,000	\$ 59,500
10-41-A	223 N VAN BUREN ST	0.089	\$ 9,200	\$ 40,300	\$ 49,500
10-41-B	832 PINE ST	0.081	\$ 8,600	\$ 59,100	\$ 67,700
10-41-C	828 PINE ST	0.059	\$ 6,700	\$ 61,200	\$ 67,900
10-72	829 CHERRY ST	0.064	\$ -	\$ -	\$ -
10-72-A	205 N VAN BUREN ST	0.046	\$ 5,900	\$ 58,900	\$ 64,800
10-72-B	211 N VAN BUREN ST	0.046	\$ 5,900	\$ 47,500	\$ 53,400
10-72-C	215 N VAN BUREN ST	0.044	\$ 5,600	\$ 41,700	\$ 47,300
10-71	827 CHERRY ST	0.202	\$ -	\$ -	\$ -
9-112	215 N WEBSTER AV	1.253	\$ 236,700	\$ 314,200	\$ 550,900
9-116-1	901 CHERRY ST	0.202	\$ 36,600	\$ 99,000	\$ 135,600
9-9	930 MAIN ST	1.957	\$ 468,900	\$ 1,547,200	\$ 2,016,100
9-116	909 CHERRY ST	0.203	\$ 18,400	\$ 111,100	\$ 129,500
9-159	306 N VAN BUREN ST	0.052	\$ 5,500	\$ 155,300	\$ 160,800
9-160	308 N VAN BUREN ST	0.045	\$ 4,700	\$ 124,800	\$ 129,500
9-161	310 N VAN BUREN ST	0.047	\$ 5,500	\$ 146,800	\$ 152,300
9-163	312 N VAN BUREN ST	0.068	\$ 7,000	\$ 136,700	\$ 143,700
9-164	314 N VAN BUREN ST	0.055	\$ 5,600	\$ 134,200	\$ 139,800
9-165	316 N VAN BUREN ST	0.055	\$ 5,600	\$ 116,900	\$ 122,500
9-166	318 N VAN BUREN ST	0.67	\$ 6,800	\$ 136,600	\$ 143,400
9-90	300 N VAN BUREN ST	0.061	\$ 6,200	\$ 146,800	\$ 153,000
9-90-1	302 N VAN BUREN ST	0.045	\$ 4,700	\$ 124,800	\$ 129,500
9-91	304 N VAN BUREN ST	0.052	\$ 5,500	\$ 146,800	\$ 152,300
9-113	916 PINE ST	0.177	\$ 31,000	\$ 1,000	\$ 32,000
9-114	908 PINE ST	0.249	\$ 47,800	\$ 1,000	\$ 48,800
9-115	218 N VAN BUREN ST	0.101	\$ 19,700	\$ 4,200	\$ 23,900
9-115-A	902 PINE ST	0.101	\$ 19,700	\$ 1,000	\$ 20,700
9-116-2	214 N VAN BUREN ST	0.249	\$ 41,600	\$ 1,000	\$ 42,600
9-161-1	310 N VAN BUREN ST	0.005	\$ 400	\$ -	\$ 400
9-45	915 MAIN ST	0.107	\$ -	\$ -	\$ -
9-46	913 MAIN ST	0.095	\$ -	\$ -	\$ -
9-47	907 MAIN ST	0.095	\$ -	\$ -	\$ -
9-48	901 MAIN ST	0.186	\$ -	\$ -	\$ -
			\$ 1,027,300	\$ 3,810,100	\$ 4,837,400

Appendix D: TID 20 Pro Forma

TID #	REVENUES										EXPENDITURES				TID BALANCE
	PARCEL COUNT	BASE VALUE		TAX RATE	LOANS	PAYGO	MANAGEMENT								
		NEW VALUE	INC VALUE	INC TAXES				DEBT SERVICE							
20 Whitney Park	14	\$ 4,837,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (53,000)	\$ (53,000)	
CREATED		\$ 4,837,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (51,700)	\$ (104,700)	
Tuesday, September 18, 2018		\$ 10,560,700	\$ 5,723,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (50,400)	\$ (155,100)	
YEAR		\$ 11,220,700	\$ 6,383,300	\$ 130,434	\$ -	\$ (110,196)	\$ -	\$ (122,229)	\$ -	\$ (49,100)	\$ -	\$ (183,962)	\$ (208,516)	\$ (208,516)	
0	2018	\$ 4,837,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (46,500)	\$ (228,761)	
1	2019	\$ 4,837,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (45,200)	\$ (244,699)	
2	2020	\$ 10,560,700	\$ 5,723,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (43,900)	\$ (248,853)	
3	2021	\$ 11,220,700	\$ 6,383,300	\$ 145,475	\$ -	\$ (134,262)	\$ -	\$ (135,813)	\$ -	\$ (42,600)	\$ -	\$ (251,708)	\$ (253,263)	\$ (253,518)	
4	2022	\$ 11,880,700	\$ 7,043,300	\$ 160,517	\$ -	\$ (146,296)	\$ -	\$ (135,813)	\$ -	\$ (41,300)	\$ -	\$ (252,472)	\$ (37,400)	\$ (250,127)	
5	2023	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ (121,397)	\$ -	\$ (135,813)	\$ -	\$ (36,100)	\$ -	\$ (246,482)	\$ (34,800)	\$ (227,121)	
6	2024	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ (80,606)	\$ -	\$ (80,606)	\$ -	\$ (33,500)	\$ -	\$ (165,668)	\$ (32,200)	\$ (102,916)	
7	2025	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ (80,606)	\$ -	\$ (80,606)	\$ -	\$ (30,900)	\$ -	\$ (38,864)	\$ (29,600)	\$ (26,488)	
8	2026	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ (80,606)	\$ -	\$ (80,606)	\$ -	\$ (28,300)	\$ -	\$ 93,140	\$ (27,000)	\$ 161,093	
9	2027	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ (80,606)	\$ -	\$ (80,606)	\$ -	\$ (25,700)	\$ -	\$ 230,345	\$ (24,400)	\$ 330,096	
10	2028	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ (51,407)	\$ -	\$ (35,536)	\$ -	\$ (23,100)	\$ -	\$ 447,018	\$ (21,800)	\$ 563,240	
11	2029	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ (35,536)	\$ -	\$ (18,208)	\$ -	\$ (20,500)	\$ -	\$ 702,091	\$ (19,200)	\$ 858,449	
12	2030	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,016,107	\$ (17,900)	\$ 1,016,107	
13	2031	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
14	2032	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
15	2033	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
16	2034	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17	2035	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
18	2036	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	2037	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
20	2038	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
21	2039	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
22	2040	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
23	2041	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
24	2042	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
25	2043	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26	2044	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
27	2045	\$ 12,540,700	\$ 7,703,300	\$ 175,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL		\$ 12,540,700	\$ 7,703,300	\$ 4,298,707	\$ -	\$ (2,290,000)	\$ -	\$ (992,600)	\$ -	\$ (992,600)	\$ -	\$ (992,600)	\$ -	\$ (992,600)	